



SITREP

Air Force Association NSW News and Views

World's Oldest Fighter Pilot Hangs Up His Flying Boots

by Max Blenkin August 31, 2018

This (edited) feature article first appeared in the August 2018 issue of Australian Aviation.

Squadron Leader Phil Frawley retired from the RAAF at the end of June, concluding a long flying career in which he's piloted everything from Mirages, Hornets and C-130s to Fokker DR1, P-40 Kittyhawk and Grumman Avenger warbirds. Six months more and he could have made a full half century in the RAAF, and maybe trained 500 RAAF pilots; he's had to settle with 499.

Right up to the last day, he was fully qualified to fly fast jets and at age 66 that made him the oldest serving fighter pilot in Australia and likely the world. As at 1st August last year the Guinness Book of World Records acknowledged SGNLDR Frawley, then 65, of Newcastle, NSW, Australia, as the world's oldest active fighter pilot. A year older, 'Frawls' said he planned to try to update that record. Reflecting on fast jets and young pilots, he said of all the fighters he's flown, the standout was the MiG-21, the Soviet-designed supersonic fighter and interceptor which first flew in 1956 and which remains in service in mostly third world air forces around the world.



“When I was flying Mirages we were told the MiGs were hunks of junk and not really worthy of being an adversary; however once I learned to fly it, I soon found that it was actually in many ways superior to the Mirage.” Because so many were made and subsequently sold off as former Soviet clients updated their air forces, a significant number of MiG-21s have found their way into private hands, including one at Fighter World, Williamtown, which Frawls used to fly. He said it was not an easy jet to master. “It's very, very manly, that's for sure. Only my Mirage experience

helped me through the process of training on it,” he said. “I was trained by the deputy chief of the Slovakian air force.

Following a five-year contract to train Royal Saudi Air Force pilots on the Hawk lead-in fighter, he returned to the RAAF as a reservist with 76 SQN at RAAF Williamtown, instructing on the Hawk. His thoughts on young Australian pilots? “There has been a slight downturn in the standard because we are not getting as many recruits for pilot training,” he said. “Having said that the kids that come through are all over computers and things digital. They pick up the logic of the computers in the aeroplane very



quickly. In that respect they are probably a bit more adept.” But in terms of basic flying skills, some still encountered problems from time to time.

“The way the training regime is in the Air Force now, we put a lot of effort into making sure they come up to speed. If they need remedial training, we give it to them” he said. “The Air Force invests a hell of a lot of money in these young people and to get them to a certain level in their training and then decide we don’t want to continue with them any more is really nonsensical. It is not economical. “If we can give them a remedial training package that gets them up to the right standard and send them on their way it is fantastic.”

The RAAF has just graduated its first two female Hornet pilots, assisted along the way by Frawls.

“They were two different personalities but both very determined. As far as I am concerned having females on fighters is fine. There is no problem with it whatsoever,” he said. “I actually found that the girls had a better feel for the aeroplane. The guys tend to be very mechanical initially until they get a bit more experience. In my experience, the girls seem to be in tune with the airframe more so than the boys. It’s hard to put a reason to that.” Frawley said he was very proud to have trained 499 Australian Defence Force pilots.



“I didn’t click over to 500 which is unfortunate, but that’s alright,” he said. “To be part of their dreams and aspirations is so incredibly satisfying. It is just wonderful to know that you have helped them on their way.”

Like many youngsters growing up in the aftermath of WWII, he developed an early passion for aviation. “My stepfather was in the RAAF during WWII as an armourer. He was on a pilot course when the war ended and he was demobbed and didn’t complete the pilot course,” he said. “I just caught the bug.” His stepfather and an uncle remained deeply interested in aviation and his first flights were aboard small civil light aircraft. Frawls joined the RAAF initially as an apprentice instrument fitter, with two and a half years at Wagga and the same at RAAF Williamtown, where he studied at night school to attain the qualifications necessary to enter pilot training. He began pilots course in 1974, learning to fly on the Winjeel. “That was the first aeroplane I was serious about flying. It was the only aeroplane without an onboard computer with a mind of its own. There were times when you felt you were just a passenger,” he said.

He flew C-130 Hercules for five years, starting on A models and then the brand new H models.

“From there I applied to go to fighters and I was lucky enough to complete my training on the Mirage,” he said. As the Mirages were phased out he went onto F/A-18 Hornets. “It was a lovely jet but going from Mirage to Hornet, second-generation to a fourth-generation aeroplane was a huge leap,” he said. “Its capabilities were incredible and the modifications they have done on it through the years make it a very formidable platform, that’s for sure.”

Alas, he’ll never get to fly the F-35, a true fifth-generation platform and a quantum leap for the RAAF as was the transition from Mirage to Hornet. He has flown the simulator though, which he said was amazing. “I don’t think my brain space has got enough left in it to cope with something like that. Naturally enough being a fighter pilot, I would love to have a go at it, but it’s not going to happen,” he said. “The thing about the aeroplane is it’s so secret. The press only gets snippets of information and a lot of it isn’t indicative of what the aeroplane is capable of doing,” he said. Nobody knows the real story apart from the guys who are over there flying it, and they are suitably impressed.”

Flying the RAAF Museum’s Fokker DR1 Triplane and then its CAC Sabre opened the door to Frawls considerable warbirds flying experience. “As a result of that people got to know me and I subsequently flew the the Fiat G59 Italian fighter – it’s like a Mustang, the P-40 Kittyhawk, T-28 Trojan, TBM Avenger, L-39,” he said. He also flew the MiG-15 as well as the MiG-21, the Polish Iskra and the Chinese Nanchang.



Right now the RAAF is rolling out a new fitness regime across the Air Combat Group and 76 SQN to build up core strength to deal with the bane of fighter pilots; neck and back problems from flying high Gs with a heavy helmet while maintaining constant watch for hostiles. Frawls said this was essential. "I suffer really badly from back and neck problems. With the new helmets and a lot of weight on the top of your head and pulling Gs it's a necessity," he said. "We encouraged it initially but it wasn't compulsory, but now it's pretty much compulsory. "It's great that the Air Force is starting to recognise that these young people really need to have a high level of fitness to fly these jets." Frawley says his back and neck problems are getting worse and that was one reason he was getting out now. "It is sad to a certain extent but I realise the time has come. Everything is overtaking me so it's time to quit," he said.

With his final flight, he was given the traditional RAAF send off; kidnapped by fellow pilots, plonked in a chair then sprayed with champagne and coated with flour and eggs. Post-RAAF, he will continue to fly the Czech-built L-39 Albatros jet trainer, for which he's a Civil Aviation Safety Authority training authority. So if you've ever fancied a ride in fast jet, you can do so in a L-39 with Frawls at the controls through Jetride, which operates from Cessnock in the NSW Hunter Valley. He's also crew chief for the Warby Motorsport bid to break the world water speed record, set by Ken Warby in 1978 at 511 km/h, which has stood for the last 40 years. Warby senior has retired from further record attempts but is assisting his son David in the latest bid. "I just help with the maintainers of the boat. That keeps me busy and it's a wonderful thing to be involved with. I am really looking forward to him breaking the record," Frawls said.



Frawls has been married to Kerry for 45 years and the couple have two sons and four grandchildren. Neither son chose a career in aviation – one is in IT, the other a policeman. "The youngest boy did a couple of lessons and he was very good. He had the aptitude but just not the drive or desire. I think over-exposure was the problem," he said. Certainly Frawley senior has done enough flying for the two of them!



Preso's Prattle Sept 2018

from Ron Glew

Our Battle of Britain Ceremony was held at the Cenotaph on Friday 15th September attended by the Governor of NSW and Mrs Hurley as well as many VIP's including:

FLTLT Jonathon Coates (RAF), Asst Air Advisor to the British Consulate; Dame Marie Bashir (former Governor General); Mr Mark Taylor, MP, representing the NSW Premier; Hon. Greg Donnelly, MLC, representing the NSW Opposition Leader; Councillor Linda Scott, representing the Mayor of Sydney; Captain Michael Spruce, CSM, RANR; LTCOL Robert Simpson; GPCAPT Nick Osbourne; WGCDR David Glasson; Supt Bradley Hodder, NSW Police; Ms. Michelle Glanville DVA; Mr Nicholas Crozier, French Consulate; SQNLDR John Kane (Retd) ADFWA; WGCDR Paul Hughes AAFC; Mr Michael Ward, Brithish Consulate; Mr Martin Arseeau, Belgium Consulate; Mr Ray James, Senior Vice President RSL NSW; Mr. Eric Dobson, VP RAF Association.

As usual our Events and Commemorations organiser, Rev Geoffrey Usher, supported by our Admin Officer, Carol Moreau, provided us with a great event and did us proud. The weather was perfect, with FLTLT Jonathan Coates RAF giving an excellent speech and the Govenor and Mrs Hurley spent a considerable time after the ceremony mingling and talking with the veterans and guests. The planned



fly past by RAAF Hawks did not occur due to Sydney ATC cancelling their clearance on the day, which was very disappointing.

State Council

Council has been very active working with National in progressing the initiatives identified in our workshops with KPMG, and NSW is bearing the brunt in drawing up strategies and business planning for implementation. State secretary Pete Ring, councillor Bob Redman, and I have been very strongly supported by ex-councillor, Dave Leach and volunteer Terry Body, (hopefully a prospective councillor for next year), whose input and guidance is very much appreciated.

I am in the process of arranging a meeting with RSL (NSW), Legacy Sydney and DVA to further discuss mutual progression of our Crisis response programme.

National

We have been developing The Sustainable Funding programme business plan, which has now been adopted by the Board and is in the process of being implemented.

The WINGS publishing agreement comes to a close with Flight Publishing next March and the possibility of RAAFANSW Pubs taking over production and publishing is in discussion. We are awaiting the result of these discussions and a determination by the Board.

We want members to know that although there is little apparently happening on the reform scene, there is much advancement being made; now it's a matter of getting the infrastructure tidied up and then implementation.



Australian Boer War Memorial

from Maurice Kissane, FSB RAAFA WA

The Australian Boer War Memorial is located in pole position on Anzac Parade in Canberra. (<http://www.bwm.org.au/>) This memorial did not materialize by itself. The ABWM was the end



result of what was a long and drawn out process, which is worth considering in terms of grand strategy and tactics used. The objective was to ensure that there was a memorial on Anzac Parade for the first conflict in which Commonwealth Military Forces fought as ADF not colonial forces. The Boer War began on 11th October 1899 when the Boers attacked British Forces, after a dispute. Although Britain 'won', it was a pyrrhic victory. The Peace Accords were signed on 31st May 1902. That conflict saw aircraft being used for observation purposes, provided and manned by the Royal Engineer's

Balloon Section, predating both the RFC and AFC. The six Australian colonies independently raised, equipped and dispatched their forces to fight in South Africa. During the war, the six Australian colonies ceded defence to the Commonwealth at Federation in 1901, and the Commonwealth Military Forces were raised. The six former colonies, now states, each have their own Boer War Memorial, however there was never a memorial in Canberra for Commonwealth Horse Battalions. These were, in effect, the fathers of the more famous Light Horse Regiments which fought in the Great War. The Royal Australian Armoured Corps is the direct descendent of the Australian Cavalry and the mounted units that fought in the Boer War. The RAAC Association initiated this project and raised a vast army of volunteers. Their task was to fund raise in order to design, construct and commission the Australian Boer War Memorial. The Task Force included ESOs, veterans of subsequent conflicts, plus descendants of Boer War veterans.



The genesis for an Australian Boer War Memorial in Canberra can be traced to the opening of the Light Horse Interchange at the junction of the M4 and M7 motorways at Wallgrove, Western Sydney in December 2005. The interchange was dedicated to the Light Horse that served in WWI and trained between the wars at what was the nearby Wallgrove Army Camp. The Royal Australian Armoured Corps Association (RAACA) had contributed detail to be included in a walkway at the interchange. President of the RAACA NSW Branch, John Haynes, attended the dedication and in conversation with then Prime Minister John Howard, a national memorial to those who lost their lives in Australia's first war was suggested (<http://www.bwm.org.au/design.php>). Hence the PM was in the loop from the beginning, however it took 11½ years of hard work and fundraising to complete the task.

The Commonwealth provided real estate on Anzac Parade for a proposed memorial, but there had to be a design competition because the memorial is a national monument. The design completion brief had to first be approved by the Canberra National Monuments Committee, which included the PM and the Opposition Leader. The ABWM design competition was launched by LTGEN David Hurley at RMC Duntroon on 7th April 2010, with the winning design approved in early 2012, consisting of four Commonwealth Horse Battalion Mounted Troopers returning from a patrol.



When the true cost of the project emerged as \$4M, it seemed like a bridge too far. However the Australian Government chipped in the last \$1.7M to get it across the line. Thus, \$2.3M had to be raised from donations. The National Boer War Memorial Association Inc. was created to plan and execute the project. The CDF accepted an offer to act as NBWM National Patron. He appointed a brigadier to act as his nominee on the National Committee, while state committees were formed and encouraged to



reactivate defunct state Boer War Commemorations. Fund raising began slowly in 2008, but began to take off when Designated Gift Register status was granted on 11th August 2009, meaning donations to the NBWM were tax deductible, providing a necessary incentive. An official letterhead was designed for each of the state committees to solicit tax deductible donations from High Value Targets (HVT), which included those in the corporate sector with a Boer War connection. The Western Australian Committee in which I served initially as Hon Secretary, adopted a different plan of attack. All those who served on the inaugural WA Committee (except me) were Vietnam veterans; I am ex-RAAF but descended from a Boer War veteran. We invited HVTs to a function held at Parliament House in Western Australia with the Premier providing a catered function room. The Army Museum of Western Australia with re-enactors in Boer War uniform formed the backdrop. Though this tactic did not generate much support, it did provide the Premier with a HVT audience to hand over a cheque for \$30,000, giving the Boer War Memorial Campaign fund a precedent, enabling counterparts in eastern states

to get their premiers on side with state funding.

The updated tactic was to hit all the ESOs and draw public attention to the conflict by reactivating Perth's Boer War Commemoration. The Ten TV News Network filmed the 2010 Commemoration service held at the South Africa War Memorial in Kings Park with the 10th Light Horse Regiment providing a catafalque party and keynote speaker. That TV footage went national as we included Boer descendants from the Perth's South African community in period costume. The Boer War



Commemoration in Sydney followed the Perth precedent of including the South African Military Veterans Organization of Australasia to place a Boer wreath. Hence this service remembers all those who died.

The Commonwealth Horse Battalions from the Boer War finally got their long overdue memorial on Anzac Parade in Canberra in 2017. It was duly dedicated by the Governor General on the 115th Anniversary of the Boer War Peace Accords on 31st May, 2017, giving future generations a magnificent monument commemorating the first conflict in which we fought as a nation. The Commonwealth Horse Battalions, in effect the 'Fathers of the Anzacs', are rightly in pole position on Anzac Parade in Canberra. It was the vision of Colonel John Haynes OAM (Ret'd) from the RAAC Association who initiated this project and then steered it from beginning to end. This link has video of the 2017 dedication: <http://www.bwm.org.au/dedication.php>.

Historians refer to this conflict, fought between 1899 and 1902 as the 2nd Anglo-Boer War. This AWM link has details for those interested in Australia's contribution to this conflict: <https://www.awm.gov.au/articles/atwar/boer>.



Remembering The Battle For Australia

5 September 2018

On the first Wednesday of September each year we commemorate the Battle for Australia, acknowledging the bravery and sacrifice of more than half a million service personnel and civilians who defended Australia during the Second World War.

Minister for Veterans' Affairs Darren Chester today encouraged all Australians to pause and reflect on the experiences of those who defended our nation during 1942–45. "Australia came under direct attack from the Japanese who sought to destroy Darwin's airfields before their attack on Timor, launching the first air raids against the town on 19 February 1942," Mr Chester said. "By November 1943, northern Australian towns and locales including Darwin, Port Headland, Derby, Katherine, Horn Island and Townsville had all been attacked. "In May 1942, Japanese Midget submarines launched a surprise attack in Sydney Harbour, hitting HMAS Kuttabul with a torpedo and killing 19 Australians and two British sailors."

Australians also defended our shores on sea, land and in the air in battles in the Coral Sea, Papua and New Guinea. The Battle of the Coral Sea has long been regarded as "the battle that saved Australia", as it was the largest naval battle ever fought off Australia's shores, and prevented a Japanese sea-borne invasion of Port Moresby. "Along with the Battle of the Coral Sea, Australian service personnel played a key role in the battles in Papua and in the New Guinea fighting at Wau, the Huon Peninsula, Wewak and Bougainville," Mr Chester said. "On Battle for Australia Day we recognise the service and sacrifice of all those who served on the home front in Australia, and of those who protected our shores during the Second World War."

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The Remarkable History of the Jerry Can

by Nigel Mason

In the early 1930s the German Army reasoned that if they were going to fight a mechanised war they would need a far better fuel container than any of the current types. Most contemporary fuel cans were made of thin tinfoil, frequently merely soldered together. This made them fragile and easily damaged by rough handling. They also often had screw on caps that could get lost and needed a special spanner to loosen. The cans were often an odd shape that made them hard to stack and awkward to carry, would not pour without sloshing and gurgling, which meant that you usually needed a large funnel or at least a separate spout, and last but not least, if they were filled right up and left in the hot sun, the petrol would expand and burst the can.



The Germans came up with a design that was made entirely of steel plate and was essentially pressed into two halves. The halves were welded together and the weld was inside a sunken gutter that protected the weld from damage. The flat sides of the can were stamped with a deep, large X shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was narrow so that it did not bump the legs when being carried, was tall enough to not require excessive stooping to pick it up and was rectangular in plan view to make them stack side by side efficiently. The cans were designed to hold twenty litres of petrol and to weigh twenty kilograms when full. This made life easier for the loadmasters!

Originally, the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large, white

cross painted on each side. The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by means of a lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed.

There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the two outer handles allow a can to be carried between two people. If two empty cans are placed side by side they can be picked up with one hand by grasping the two adjacent handles. So one man can easily carry four empty cans, two in each hand. If he was a burly type, he could carry four full cans! But the main use of the outer handles is that they make it very easy to pass the cans from hand to hand. So a line of men can set up a 'bucket brigade' and quickly move hundreds of litres of fuel. The handles also make convenient tie down points.

The handles are made from the same steel as the main body of the can and they are rolled to make a handle of comfortable diameter. Anyone who has carried one of the old four-gallon kerosene tins with the handle seemingly made from coat hanger wire will appreciate that particular design detail. Behind the handle the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the air space and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting in the heat. The air space also means that when the can is full of petrol and falls into water, it will float! The Germans mass produced the can in secrecy by the thousands and stored them in a guarded hangar at Templehof airport.

In WWII the British first came across the can in the Norway campaign, quickly saw that it was much superior to their own and collected up all they could find for the own use. British soldiers usually called the Germans 'the Jerrys', so the German can quickly became the jerry can. The British quickly began to mass-produce the jerry can, essentially identical to the original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy, the British made literally millions of jerry cans.





Just after D-Day, US President Roosevelt went before Congress and said:

"They were among the first supplies landed on the beaches of France. When the US 1st and 3rd Armies broke out of Normandy it was in these jerry cans that the petrol our tanks and lorries needed to keep going was sent forward. Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German blitz of 1940. Cargo planes and even combat planes were loaded with them and carried them forward to airfields. Lorries of every size, jeeps, armoured cars - everything that rolled on wheels - loaded up with jerry cans and rushed them to the front lines. They were tough enough to be dropped from the air into rivers and streams, or they could be dumped overside from ships, because they have air pockets at the top which make them float even when filled".

At the end of WWII it was estimated that about twenty one million jerry cans were scattered around Europe. Today the jerry can is made worldwide (my own was made in Croatia!) and is the standard issue for NATO countries, the Israeli military, many African countries and many of the former Warsaw Pact countries. It is still made essentially to the original design, eighty years later. So the next time you're down at Super-Cheap and you see jerry cans on display and you don't already own one, buy one, even if you don't need it. You can put it in your garage and tell yourself that you own an iconic piece of history. A classic piece of twentieth century industrial design.



From the National President's Desk

from Carl Schiller, OAM CSM; September 23rd, 2018

Air Force Association Ltd National Advocacy Capability

The AFA Ltd Board recently approved the development of an Air Force Association Advocacy Capability that will be managed and funded by AFA Ltd. The National Advocacy Capability will be known as *Advocates without Boundaries* and fall under the *Clear Skies* suite of veteran and community support programs. *Clear Skies* is situated on WA Division's website. WA Division has well developed business processes through its Retirement and Aged Care facilities and it makes good business sense to take advantage of their infrastructure. *Advocates without Boundaries* initially will comprise a fledgling volunteer and salaried workforce of Wellness Support Officers and Compensation Advocates managed by area coordinators. The program is expected to cost between \$100,000 and \$120,000 per year. The AFA Ltd Board also endorsed the establishment of an Advocacy Capability Development Team required to develop the program that will fall within the responsibility of Vice-President, Advocacy & Entitlements.

Air Force Association Ltd - Finance Committee members

The AFA Ltd Board's approved Finance Committee will be staffed by Directors Robbie Robertson, Bob Bunney, and Judy Webster. The committee's responsibility will include Commonwealth and State-based grant submissions that will be required to assist the funding of the Association's veteran support programs.

Veteran recognition

Sectors within the veteran community have expressed concern about the lack of recognition of veterans, especially those who have separated from their Service. RAAF Radschool Association sought AFA Ltd's support in a letter sent to the Minister for Veterans' Affairs on this topic. I attended a meeting with several of the Minister's advisers, revealing the government is considering several options including annotating various forms of identification such as driver's licence, a veteran's card, and a veteran's pin (apparently not favoured by the ADF). A remaining area of potential controversy is the difference of opinion in the veteran community of 'what constitutes a veteran'. The more significant form of recognition, and as a commitment by the government and the people of Australia, is the issue of a Military Covenant that the government aims to announce on November 11th, 2018. I stressed the Military Covenant needs to be embedded in the various veterans' support legislations to have any real effect. I do not believe there is any imminent attempt to do so.



Ex-Service Organisation Defence Briefing

I attended an ESO Defence Briefing that followed the last ESORT meeting in August at which some interesting facts were conveyed. The much-mooted veterans' unemployment rate of around 30% is not correct according to Defence Community Organisation (DCO); it is nearer between 8 and 9%. Apparently, the exaggerated figure is the result of incorrect statistics gathering methodology. Nevertheless, veteran unemployment is considerably higher than the national average. Veteran suicide rate has generally been reported at much higher rates than in the general community, however Joint Health Command reports suicide for full-time serving men to be 53% lower than the national average and 49% lower for reservists. Full-time serving female rates are also lower. Nevertheless, there is a higher risk for members following transition to civilian life. Clearly, it is important the Association acquires reliable data to assist the development of its veteran support programs.

Veterans Transition and Employment Program

AFA Ltd is examining the need to support veterans and families during and following transition into civilian life. The study examines the suite of support measures currently available through ADF Transition Program and any gaps in support, which the Association may be able to fill, especially in collaboration with other ESOs. Recent data acquired indicates NSW and QLD are the preferred places of discharge after full-time service, followed by ACT, VIC, and SA. 610 members discharge annually, of whom 40% discharge with less than 12 years-service. These families are more likely to be vulnerable to stressors that hopefully the Association may be able to alleviate with support programs.

Advice on support from serving members

Our National Vision and Strategy Implementation Plan involves seeking advice from serving members about the various ways in which AFA may support them and their families. I have sought formal approval from Defence People Group for the Divisions to conduct focus group sessions at various Air Force establishments to collect this information. The focus group sessions are designed to be conducted in informal gatherings, such as during hosted morning/afternoon tea breaks or after hours BBQ settings. I am confident the Association will obtain approval given the sessions are considered negligible risk to our serving members.

Two-years free subscription

The AFA Ltd Board examine the impact of the free introductory Association membership. Feedback indicated it had little or no bearing on an increase in membership. The Board agreed the two-years free membership for new members, which should be applied to by all Divisions, be withdrawn. The change of policy is to be apply to members joining after September 20th, 2018.

Air Force Association Care Parcel Program

Disappointing was the suspension of the Association's Care Parcel Program due to the overwhelming number of care parcels (goodwill mail as classified by the ADF) being sent to deployed personnel. Air Force has suggested other options for supporting our deployed personnel, which the Victorian Division are investigating. These options will be discussed at the Board's next face-to-face meeting in November 2018.



First Porsche Ever Built Found in Old Shed

from Don Langley (I was in the Third Intake of RAAF National Servicemen, February to July 1953 stationed at Laverton, Victoria. I was mustered into an Aerodrome Defence Unit.)

Porsche has been making waves with their electric-hybrid 918 Spyder, and it seems the car's electric heritage goes back to the first Porsche ever built. The car that was first branded as a Porsche was the 1948 Type 356, but 50 years earlier, aged just 22, Ferdinand Porsche had designed and built another car. And 115 years later, that vehicle has now been recovered for the Porsche Museum after being found in an old shed where it has sat untouched since 1902.



It's known as the P1 (for Porsche number one) because the young engineer engraved that code onto every one of its key components. However the full name is 'Egger-Lohner electric vehicle C.2 Phaeton model', pointing to the car's propulsion from a rear-mounted electric motor. The unit produced just a little more than 2kW in normal running, but could edge just over a stonking 3.5kW for short periods in overdrive. A 12-speed control unit regulated the speed, with the peak a respectable 33km/h and a range of just under 80km. Mounted on a wooden chassis, the vehicle body was adaptable to transform into either a covered coupe or open phaeton car.

Young Porsche first took it to the streets of Vienna, Austria, in 1898, and the following year tested it further at the Berlin international motor vehicle exhibition, which included an electric car race. Porsche won the race in the P1 with 18 minutes to spare ahead of the second place, and also won the efficiency award by using the least energy, despite having three passengers aboard. The P1 will now remain as part of the permanent display at the Porsche Museum, which is marking its fifth anniversary. I had just completed the Buckboard Cycle car when a friend showed me the picture of the first Porsche, and said in effect, "Reckon you could make this?" It seemed like a bit of a challenge at the time so I set out to do it. If I had known at the time what I was going to let myself into I might never have started it. In the first instance I set out to make a replica of the vehicle as it was when found after 112 years.

This vehicle is not a reconstruction. It is a reproduction - a replica made from ground up. As with another of my reproductions there were no parts or patterns obtainable anywhere. The original was only one of four made and only one now remains. So all parts were made by observation of pictures available or if a picture was not available, a calculated guess was made and the part designed.

The original does not appear to have tyres but in a specification I came across on the internet it stated the car had pneumatic tyres. To purchase specially made rims and tyres would have cost thousands so I made them. Basically the tyres were of plywood laminated by gluing strip after strip till I was satisfied the thickness was sufficient. Then I hand moulded that thickness to suit what I considered a satisfactory profile and finally glued a 15 mm strip of rubber onto the plywood. I was rather satisfied with the result. The front suspension is elliptical springs and I had them made by the same blacksmith who made the springs for the SHELDON. The rear suspension comprised two longitudinal (parallel with the chassis) semi-elliptical springs joined by a cross semi-elliptical spring. The junction was the challenge. This type of junction was similar in most suspensions in old carriages. But I could not get anyone to make it. So I designed my own and persuaded someone to make it to that design. It worked exceedingly well. (I made one out of wood first to see if it worked.)



Having got this far I then had to decide whether to proceed to the point that it was drivable, or just a static display. To make it drivable I had to install some sort of engine and some sort of seating. So I returned to the internet and came up with a lot of information. The engine, I resolved, had to be electric. The original engine was out of consideration. It was out of my bounds to replicate and further I found the engine and batteries weighed over half a tonne. I settled for a 36 volt, 1 horsepower D.C. electric



engine, with an inbuilt 6:1 reduction gear, coupled to three 12 volt batteries. This setup was connected to a speed controller which gave forward and reverse movement. A dashboard panel containing an ignition switch, indicator light and forward/reverse switch was made with a further emergency isolation switch set in the floor, in front of the driver's seat. In all this electrical work I was helped to a great extent by a retired auto-electrical mechanic.

Again on the internet I found a picture of an artist's impression of what the original vehicle may have looked like. There was, of course, no details. So I made my replica as close as possible to what the picture indicated. And if some parts are not exactly as portrayed then I figured that who would know whether my version was correct or the artist's.



Armament Officer's Work

Source: The Official History

The armoury is an important branch of a squadron and entails a lot of work, particularly with a squadron of twenty five machines, each machine carrying a Vickers gun. The average personnel of armourers and gear-men to a squadron is one armament officer, one sergeant-armourer, one gear-armourer, one armourer corporal, nine other armourers, and six gear-men. The armament officer is responsible to the squadron-commander for the care, cleaning, and upkeep of all guns on machines, for the fitting and correct alignment of sights, and for the training of pilots in gunnery.

The armourer-sergeant is responsible to the armament officer. He supervises the work of armourers, and reports when machines are serviceable. The armourer-corporal is usually a first-class mechanic, and he carries out all special fittings and improvements. Two armourers are attached to each flight, and have four machines allotted to them. They are responsible for the guns on these machines, that they are cleaned and kept serviceable, and that ammunition boxes are kept filled with small arms ammunition (SAA). Two men are kept at belt-filling and testing SAA, which must be filled in the right sequence, and belt ammunition must be stored in dry place. The gear-sergeant is in charge of gears, and has under him six gear-men, two of whom are attached to each flight. Gears require constant attention and checking before and after each flight.

When a gun is damaged on a machine during combat or in a crash, and the machine is repaired in the squadron, if the gun cannot be repaired, a spare gun (four of which are carried) is fitted and the damaged one returned to the depot and a new gun is drawn. When a machine is lost or struck off strength, the new machine arrives fitted with gears and guns. These generally require much attention, new pins and springs fitted to gear, guns eased and tested, and sights fitted and aligned. It is necessary to keep a good supply of ammunition in hand (say 50,000 rounds), if the squadron is active, about a three days' supply. Under normal conditions the average amount used daily is 3,000 rounds. A log book is also kept showing number of machine, number of guns on machine, ammunition fired from these guns, stoppages, cause, breakages and when new barrels are fitted. It is important to record the performance of the gun as it assists to rectify any trouble that occurs.

Each workshop lorry has one mechanic in charge of plant whose duty it is to carry out any machine-work required by the squadron. The squadron electric supply is obtained from these lorries. The blacksmiths' shops and oxy-welding plant are accommodated in a separate building and consists of two blacksmiths and one oxy-welder. When possible, a separate building should be erected for the four coppersmiths, one in headquarters and one in each flight. One vulcaniser is employed entirely on motor transport work and another on aero work. They have their plant in a separate building, necessary to minimise fire risk. Two fabric workers are on the strength are chiefly employed repairing fabric on machines and doping it. All sewing machine work is carried out in the squadron's workshops.





A Message for God

from George Mansford, August 2018

Where are you, God? The tribe of Oz is very weary of running around in circles seeking tomorrow. Yesterday was a nightmare; we have stuffed up today; and we still cannot find tomorrow. I know that we of Down Under have sinned more than most on our planet, but your punishment has been so severe. Giving us politicians who think they are very special, dig so deep in to the public purse, can never tell the truth and forgive me, God; they think that they are you.

Our once prosperous land is now stone motherless broke. They keep preaching unity but still have not provided a national plan to make it so. Our new Defence minister could be worse than the one that was, and like her, wouldn't even know how to tie the lace of an army boot. Still, he can play with replicas of his multi-billion dollar submarines which we get in another thirty years when even today's drones will be obsolete. To make it even darker, the old Prime Minister has left the crease, taken the team's bat, not to be seen no more. Please forgive us for whatever our sins. All we want is a fair deal to get us out of this mess by you providing them some common sense, leadership and demonstrating some love of country to take us forward.

Well, I have taken up enough of your time and besides, I have to report for lessons on political correctness, return my soap box, write a letter to the Energy Department begging for a reprieve on my old WWII mate's electricity bill (old war wounds are very painful in winter), then find out if there is any news of another tomorrow. To show you my sincerity, below is a space age version of a prayer which might help us find that next oasis.

A message to the Prime Minister, whoever it might be

Please Lead us from the Desert

"Is there a Caesar to be found to lead us?" Our people ask
"Someone fair dinkum who is up to the task"
For years, the Canberra Circus has been leading us towards a mirage
We've been lost for years in a desert with blind navigators in charge
Surely it's time for someone True Blue to get it right
Our water bottles are nearly empty and only false promises in sight
We want leaders who we can trust and with vision to lead the way
To listen to the people and not just what Canberra suits want to say
Canberra is not a place for dunces who want to make Oz their own creation
We need a space age Moses with his chosen few to lead our nation

The first job is to shove political correctness where the sun never shines
Change the tune of 'them and us' so we can march in step together
Our battle cry is 'one flag, one people,' even in stormy weather
Suits must set the example and be the first to tighten their belts
Go visit struggle streets and see the pain and misery being felt
As farmlands slowly die, stop reciting 'droughts and flooding rains'
Give us the tools and purpose to build new dams and ease the pain
No more broken hollow promises; it's either yes or no
Fix the compass for our tomorrow and lead to where we must go
Stop the growing erosion of our precious way of life that used to be
Act now to stop deliberate distortion of our proud history
Teach of settlers, poets, explorers and of the blood, sweat and tears
Give back our soapboxes so we can speak freely without fear

Now we have accepted you as our leader to guide us into tomorrow
We have our swags and ready to follow
To find wells from which we can slake our thirst of life as we need
No more are the toxic waters of hate, lies, conceit and greed
So set a true bearing and guide us to where our camp will be
A place where we will prosper in peace and harmony
And in time, among us, a new generation will prepare for their journey
And we of our era will become part of history for the world to see
So now, Prime Minister, give the order and we will be on our way
Our patience is spent and God help you, if you and your team falter or stray
AMEN





Lifer

from Peter (Dit) Eaton, Tuesday 26th February, 1969

Joined Feb '62, 16th Appy Intake (Arabs); Graduated Jun '64, Sumpy; posted to 2 AD, Engine Shop - Pentab Hangar (Neptunes) - Warehouse - (tools assessment with introduction of 'composite tool boards'); posted to 38 Sqn '68; posted to 35 Sqn Feb '69; posted to Williamtown '70 (only base in Australia that didn't have recip powered aircraft-before the FAC Flight; posted to RSTT Sep '79; discharged Feb '82. Now residing in Merimbula, NSW.

The sound of the four Pratt and Whitney JT3D jet engines was becoming louder as the speed of the QANTAS 707 decreased as we approached Saigon airport. Looking out the window, I could see the landscape changing from the dark green and shimmering rivers, to more defined shapes, and buildings. Mixed with these were the round dimples in the ground, running in lines. The results of a B-52 dropping its load of 30 tons of high explosive bombs. But what was the point I thought; there was nothing there but green vegetation. The engine whine grew louder, the wings of the 707 appeared to grow as the spoilers and flaps are extended, setting the aircraft up for the point in space when gravity overcame the lift from the wings, hopefully at the piano keys painted on the runway at Tan Son Nhut. A series of clunks was felt more than heard as the landing gear locked into place; not long now and I will be in Vietnam. The land is getting closer, the 707 becoming a little rougher in the ride as the thermals from the tropical heat buffeted the wings, the engine noise varying now as the pilot flies the plane to the ground, getting closer by the second, trees and landscape moving faster as we get closer.

Thump, screech, screech, thump. The engines increase to a louder than normal roar as the clamshells close for reverse thrust. Looking out the window at the runway intersection, there are aircraft waiting to enter as the 707 clears the runway. F-4 Phantoms loaded to the gunwales with bombs, funny looking transport planes that I had never seen before, along with the familiar C-130 Hercules. The 707 taxis past revetments, some containing these and other aircraft, others empty. There were also various passenger aircraft, painted in company colours that I had also never seen. This was definitely a different place to anything I had seen in Australia. Driving beside the 707 now was a Jeep, but this Jeep had an M-60 mounted in the rear, and a soldier sitting in the back caring for his toy. This was definitely different to anything I had seen in Australia. All the vehicles looked as if they were from World War II movies, all the men dressed in dark green. Somebody was taking this business seriously.

The air conditioning system in the 707 was losing the battle now with the heat, and the cabin was becoming stuffy. Soon enough the aircraft braked to a halt, the external power cart plugged in, and the engines shut down. The silence was unusual after so long with the background noise of the jets, and the shuffle of the passengers was now evident as cramped limbs were stretched. Someone always has to spoil things, and in this case it was the Army, as a sweaty body emerged through the door telling all to stay seated until told to move. Back in the military again. Now the outside heat was really becoming oppressive, and sitting in the centre of the 707, I would be one of the last to get out.

As I stepped through the door, the heat really hit, and what is that peculiar odour. Why wasn't I told about this, and how am I going to put up with that for a year. There were buses waiting to collect us, and as I got in I noticed something unusual, there were no windows, only mesh. Luckily the Yank driving had a sense of humour, and told us that the bars were not to keep us in, but to keep the grenades out. I thought he was joking; Christ I am only here to fix aeroplanes, not get into slinging matches with people throwing grenades. As we left the bus at what could be a terminal, we were told "Army going to Nui Dat over there, Vung Tau over here". There was a group of sick looking blokes crowding around as we passed, yelling stupid thing like, "Lifer", "365 and awake suckers", and similar things that I really didn't understand. I was soon to learn the facts of life in Vietnam, but now, well I had only been there twenty minutes. Out on the tarmac was a RAAF Caribou, that was what I was here for, so I thought that would be my ride to Vung Tau. Not so!

The people going to Vung Tau were herded down the tarmac to one of those funny looking transports, kind of like a small Hercules, but with piston engines, and a couple of jets in pods, just like the Neptune had. It turned out to be a Fairchild C123. But what a grubby looking ship, surely they weren't going to put us in that. That's right! All aboard. The interior was no better than the outside. There were no seats bar a few, and tie down straps strung across the floor at about six foot intervals. "Officers on



the seats, the rest on the floor and hang onto the straps on take-off and landing", said the big Negro with a flight helmet the same colour as everything else here. They must have had a special on dark green paint. So with all of us real people sitting on the floor, the ramp door closed, and with two clouds of oil smoke, the engines start. At least that is comforting; little else is. As the Bookie - I found out later that was the nick name for the C123 - taxis out to the runway, the jets wind up, and after a small wait as some F-5 fighters take off, we line up and the noise and vibrations increase to a point where I think the whole thing will fall to bits. Amazingly though, the thing actually flew and about a half hour later we were in a landing pattern landing at Vung Tau with a sound like a thousand cans rattling together. The source of this noise was to become obvious as we slowed, the strip and taxiways were made of PSP, steel sheeting joined together. As the door opened, there was that smell again, although I had not noticed missing it.

It wasn't as hot here, as there was a bit of a breeze from the ocean, but it was still hot. The bus here was more familiar, even painted like the buses back home, and it had windows. There must not be any problem with grenade throwing here. When the bus stopped at what was to be home for the next year, we were greeted by some ADG's (Airfield Defence Guards) with L1A1's slung over their shoulders, leaning on a pile of green sand bags, calling us those stupid names again. What did 365 and awake up mean, and what was a lifer? It must be the heat effecting these blokes.

We were shown to our billets; long wooden two story constructions, segregated into the particular units here, 35 SQN, 9 SQN, and the Operational Support Unit. It was about this time I met a familiar face, one of the guys who left home about a month ago. He gave me some good advice when I said I hadn't got a bed yet; "don't go upstairs, it's too hot during the day". So I went downstairs, and never regretted it. Life here is tough, no privacy, only what you can manufacture by moving lockers around, concrete floor, no windows only fly screen along the length of the building where the window should be, and ceiling fans which didn't all work. Oh, and there were these two local women sweeping the floor with a strange looking broom, and placing clean uniforms on beds. Luckily I picked a bed that was right next to a working fan. At that time however, I didn't know how comfortable that fan was to become. As we moved about getting out gear stashed and familiarising ourselves with the compound, we were still being called those stupid names, and it was starting to get to me not knowing what it was all about, especially when some people shouted things like "six and awakey, suckers". It must have something to do with this 'awakey'.

A bit after 5 o'clock (that's 1700hrs for you Grunts) there was an influx of bodies, this time all the blokes I was looking forward to seeing again, but they were still going on about this Lifer shit, and I just had to risk making a fool of myself and find out what it was all about. Well, it was all clear when I was told with much good humour that I had 365 days to go before I awoke and returned to the real world, and that the bloke who had '6 and awake up' was real short (in time) and was going home next Tuesday. Dinner was a bit different to what I was used to, being sourced from the American system, but not all that bad, especially as there seemed to be ice cream unlimited, and syrup thick chocolate milk. I soon learned to mix it half with plain milk, but that was not today. Whilst getting used to paying 15 cents for a can of beer (it's no wonder we came home with alcohol problems), the suggestion was to go into town and see the sights, such as they were. I have difficulty sleeping in aircraft, and was pretty beat, but accepted the challenge.

The short timers accosted a 'Lambro' driver, and the price into town was agreed upon, three packets of Salem cigarettes. Seeing that I don't smoke, this seemed a pretty good currency to me, especially since I was not used to this Monopoly money they had given me for all my good Australian bills. And I certainly didn't know what a 'Pee' was. Good fun this Lambro ride into town, me sitting in awe whilst the others had their fun with the girls sitting side saddle on the Honda 50's. Once again somebody had to tell me why that was, but it apparently that the nasties found ways around that problem too. I got to taste Beer 33 on the first night, got propositioned by many girls, was told not to buy them 'drin', so they went to greener pastures screeching about 'Cheap Charlies', preceded by how someone called Ookda was lying. I also tasted my first 'Noggie Roll' that first night, and was quite taken by them.



Apparently the pigs are full of worms, so we shouldn't eat the ham, and the ice full of bacteria, but it still tasted good to me. I am still addicted to them though, and eat one every chance I get.

Time was running out as we had to be back at the base by 10 o'clock, or stay out all night, which on the first night didn't impress me, so we hitched a ride back with some yanks in a WWII surplus truck. I soon learnt that they were not as old as they looked. Another 15 cent Flag Ale (that was my beer of choice at the time) and I hit the bed exhausted. Oh yes! It was a real bed with mattress and sheets. Life was pretty tough for the 'Blue Orchids' at Vung Tau. As I drifted off to sleep to the sounds of drunks coming back from the Club, and 50cc Honda bikes going down the road outside the wire fence, I thought, "Only 364 and awakey".



Now that I'm Older

from Kev McVey

Now that I'm older, here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats are mostly enjoyed with prunes and all-bran.
3. I finally got my head together, and now my body is falling apart.
4. Funny, I don't remember being absent-minded.
5. Funny, I don't remember being absent-minded.
6. If all is not lost, then where the heck is it ?
7. It was a whole lot easier to get older, than to get wiser.
8. Some days, you're the top dog, some days you're the hydrant; the early bird gets the worm, but the second mouse gets the cheese.
9. I wish the buck really did stop here, I sure could use a few of them.
10. Kids in the back seat cause accidents.
11. Accidents in the back seat cause kids.
12. It's hard to make a comeback when you haven't been anywhere.
13. The world only beats a path to your door when you're in the bathroom.
14. If God wanted me to touch my toes, he'd have put them on my knees.
15. When I'm finally holding all the right cards, everyone wants to play chess.
16. It's not hard to meet expenses...they're everywhere.
17. The only difference between a rut and a grave is the depth.
18. These days, I spend a lot of time thinking about the hereafter...I go somewhere to get something, and then wonder what I'm 'here after'.
19. Funny, I don't remember being absent-minded.
20. HAVE I SENT THIS MESSAGE TO YOU BEFORE...?



Battle of the Atlantic

On 1 May, Australians involved in the WWII Battle of the Atlantic, gathered in Canberra 75 years on to reflect and remember. The battle was one of the longest of the war, beginning at the start of the war in 1939 and concluding almost six years later when the Germans surrendered in 1945. Peter Jensen (awarded the Legion of Honour), President of the NSW Sunderland Association, was invited along with other veterans to attend the Last Post Ceremony at the Australian War Memorial.



Peter Jensen, 4th from right

The Coastal Command played a significant but under-represented role in WWII. The Last Post Ceremony paid particular homage to the role of the RAF Coastal Command in defending supply lines during the Battle of the Atlantic.

This ceremony was dedicated to the Australians participating in the Coastal Command and, drawing on research by scholar Jessica Unwin, the ceremony featured the story of Flying Officer Wilbur Dowling and the famous battle of Sunderland N461 against at least eight JU88 over the Bay of Biscay on 2 June 1943.



Peter Jensen laying a wreath at the AWM

The full ceremony can be viewed: <https://www.youtube.com/watch?v=fwHV-bEYFF0>

Further details of experiences of Australians serving in RAF Coastal Command in WWII can be viewed in Jessica Urwin's discussion on her research 'A fleeting opportunity to strike: the

experience of Australians serving in RAF Coastal Command in the Second World War'

<https://www.youtube.com/watch?v=97KW1rzi6VE>



Non Liability Health Care Fact Sheet

Effective since 1 July 2017, DVA now pays for the treatment of all mental health conditions under new non-liability health care arrangements. Current and former members of the ADF, who have completed at least one day of full-time service, including Reservists with any period of continuous full-time service, are eligible. The mental health condition does not need to be related to service. This 2017–18 Australian Government Budget measure builds on last year's Budget initiative that enabled all men and women who have served one day in the full-time ADF to access treatment for PTSD, depression, anxiety, and alcohol and substance use disorders.

Treatment under these non-liability health care arrangements is delivered through the provision of a DVA White Card. Services may include treatment with a GP, psychiatrist, psychologist, public and private hospital, and medication or counselling.

How do you apply? There is no need to lodge an application form for non-liability health care for your mental health condition.



You can email your request for non-liability health care for any mental health condition to NLHC@dva.gov.au, or apply over the phone by calling DVA on the General Enquiries numbers listed at the end of this Factsheet. Alternatively, you can complete form D9213 Application for Health Care for a Mental Health Condition, if you wish to do so. For mental health conditions, a diagnosis is not required. You may need to provide proof of identity, and your service records will be examined to check your service eligibility.

To apply for non-liability health care for cancer or pulmonary tuberculosis, you need to fill out application form D9215 Application for Health Care for Cancer (Malignant Neoplasm) and Tuberculosis and return it to DVA using the directions provided on the form. For cancer and pulmonary tuberculosis, a diagnosis by an appropriately qualified health professional is also required as part of the application process. A diagnosis of cancer (malignant neoplasm) or pulmonary tuberculosis can be made by your treating medical practitioner.

What treatment is covered? A range of treatments may be available to you. These could include treatment from a GP, medical specialist, psychologist, social worker, occupational therapist, psychiatrist, hospital services, specialist PTSD programs, pharmaceuticals, or oncologist services as required to treat the condition. If you are found to be eligible you will be issued with a DVA Health Card for specific conditions (White Card). More information on the treatment available can be found in Factsheet HSV61 DVA Health Card - Specific Conditions (White).

How will this affect my compensation claims? Non-liability health care entitlements are entirely separate to the process of claiming compensation. Compensation for accepted conditions is paid on the basis that the condition is related to your service. Non-liability health care treatment is provided regardless of the cause of your condition. This means that if you claim compensation for a condition for which you are also eligible to receive treatment under non-liability health care and the compensation claim is not accepted, you may continue to be eligible for non-liability health care. DO IT NOW for yourself, your family and most importantly, for your pocket.

Helpful links and contacts:

- [Factsheet HSV109 – Non-Liability Health Care](#)
- Email (for applications and inquiries): nlhc@dva.gov.au
- Phone (for applications and inquiries): 1800 555 254



New RADAR Branch Senior Serving Member

from Ian Gibson, Secretary RADAR Branch

GPCAPT Nathan Christie CSM has recently assumed command of 41WG and concurrently accepted an invitation to become the Senior Serving Member of the RADAR Branch. GPCAPT Christie has had a distinguished career, beginning as a recruiting officer in Brisbane before undertaking Air Defence training. After duxing his Fighter Combat Controller course, he served as an exchange officer with the US Navy, and then as the Mission Systems specialist at Boeing in Seattle for the RAAF's Wedgetail AEW&C program. He commanded 42 (AEW&C) Wing, Task Group 633.12 (Control and Reporting Centre, Afghanistan) and 114 Mobile Control and Reporting Unit. Other postings include Staff Officer to the Chief of Air Force, Australian Defence Attaché to NATO and the European Union in Brussels, Belgium, and Chief of Staff Joint Task Force 633, where he was awarded a Conspicuous Service Medal. On return from deployment, Group Captain Christie took up the role of Chief of Staff at Headquarters Surveillance and Response Group, before being posted as Officer Commanding 41 Wing in July this year.





Operation HANDOVER: Sabres Deploy to Darwin

8 Sep 64

Air Power Development Centre Pathfinder No 48 - 'The Defence of Darwin 1964' - is available here:<http://airpower.airforce.gov.au/APDC/media/PDF-Files/Pathfinder/PF048-The-Defence-of-Darwin-1964.pdf>

On 16 September 1963 Malayan Prime Minister Tunku Abdul Rahman formally announced the existence of the Federation of Malaysia, incorporating Malaya, Singapore, and the British territories in Borneo. This prompted a hostile response from Indonesia; in Australia, a contingency plan prepared in January 1964 - "Operation Handover" was predicated on the assumption that Darwin was a "vital base on our direct air route to South East Asia through Singapore" and that it was within range of aircraft operated from "potential enemy bases". Under this scenario it was imperative that the Darwin base be secured "until [unspecified] allied support [was] received". The first



phase of operations to secure the Darwin base was to be the deployment of two squadrons (32 Sabre aircraft) from No 81 Wing at Williamtown, supported by four Neptune maritime patrol aircraft and Hercules, Dakota and Caribou transports. The search and rescue responsibility was accepted by an Iroquois helicopter deployed from No 9 Squadron's home base at Fairbairn, and the strike/reconnaissance capability was to be provided by No 82 Wing Canberra bombers from Amberley. Due to aircraft unserviceability, the deployment of sixteen No 76 Squadron Sabres was delayed until the morning of this day. The Sabres, escorted by a Canberra bomber from Amberley and supported by four Hercules transport aircraft, staged through Edinburgh and Alice Springs, before landing at Darwin at 1710 local time. The maintenance personnel and equipment travelled in five Hercules sorties. One supported the fighters en route, the second flew direct to Darwin with 50 passengers and 16,000 pounds of freight, while the third, not part of the 81 Wing plan, deployed an Iroquois helicopter from Fairbairn. The fourth Hercules carried 75 base support personnel and personnel to augment the staff of No 2 Control and Reporting Unit (2CRU), which was the ground radar unit responsible for surveillance and the ground control of fighter interception (GCI). The last aircraft carried the Sidewinder air-to-air missiles, test equipment and 6,000 pounds of freight. In all, 170 officers and airmen were despatched from Williamtown for duty in Darwin.



Korean Armistice Commemoration 27 Jul 18

Squadron Leader Lisa Hewitt, representing 77SQN Association and Fighter Squadrons Branch of the RAAF Association, laid a tribute at the Korean Armistice Commemoration on 27 Jul 18.

SQNLDR Hewitt is the Officer in Charge Member Support Coordination - Air Force Administrative Sanctions and Medical Review, Directorate of Personnel - Air Force.





C-130 Command and Control Module

from Ern Payne

I have sorted out some photos of the C-130 Hercules Command and Control Module used by senior Defence and public service personnel from 1984 to 1999. There would be a few Association members who would have used this roll-on-roll-off module.



C-130 CCM Construction Team: SGT W. Trawick (AMWKR); SGT G Glazier (ELECTFITT), WOFF E. Payne OAM, BEM (GENFITT, WORK STUDY) PROJRCT/Manufacturing Coordinator, and SQNLDR P Haxall (ENGELEC) Project Manager



VIP Seating 1



CCM being loaded

The silver eagles on the boards on each module were moulded off the eagles that were on the old main gates at RAAF Base Richmond and cast by the No 2 Aircraft Depot blacksmith.





Seventy Years in Radio

from Ron Camplin OAM

I was part of the first National Service intake in the 50's, served six months at RAAF Schofields; LACR 26005 (I think) then five years on the reserve – renewed for a further five years, but this unit seemed to fade away or was discontinued before my second term was due to complete in 1960. Schofields airbase was near Richmond and I believe was owned by the Navy but leased to the RAAF at that time. It was the home base of 21 (City of Sydney) Squadron (Mustangs) and 30 Squadron (Beaufighters). CO was Wing Commander Dennett. National Servicemen of this era were not recognised until recent years, when I was invited to become one of 'A Rare Breed' and joined the Air Force Association.

After completing the six months intensive training at Schofields, I resumed my radio career, firstly as an announcer at 2XL Cooma (at the beginning of the Snowy Mountains scheme) and then in 1953 moved to 2MG Mudgee, part of the old Macquarie Network, owned by the London Daily Mirror Group. In 1958, with the introduction of regional TV pending, I, along with four other local businessmen, acquired the radio station in Mudgee. In 1984, with my wife Stephanie, I acquired full control of the Holding Company, Camplin Broadcasters Pty Ltd, and its seven broadcasting licenses. That's about it really; thus 70 Years in radio – 1948–2018, and almost that long since I looked like this!



Korean War Snippets

29 Aug 51: Ejection seat first used by RAAF in Korea

When Warrant Officer Ron Guthrie was forced to abandon his Meteor jet fighter over Korea on this day, he unintentionally notched up several 'firsts'. During this first clash between RAAF No 77 Squadron Meteors and Soviet MiG-15s, Guthrie's aircraft sustained gunfire hits which caused it to enter a nose-down dive at 36 600 feet. With all controls gone, he decided to eject using the Martin Baker seat with which the Meteor was fitted. This was actually the first time that a Martin Baker seat had been used in combat, and his altitude is still the record for the highest combat ejection in the RAAF. The altitude of his ejection has only been exceeded in the RAAF by peacetime ejections at 38 000 feet from two Sabre jets involved in a midair collision in 1960. On landing, Guthrie was captured by Communist forces and spent two years as a prisoner of war.



WOFF Ron Guthrie

29 Aug 53: RAAF prisoners released in Korea

On this day, Flight Lieutenant Gordon Harvey became the first of six RAAF prisoners of war released during prisoner exchanges at Panmunjom, Korea. Harvey was actually also the first Australian to have become a prisoner of the Communists, after being captured on 19 January 1951, two days before members of an Army patrol were taken prisoner. The remaining five pilots followed at two-day intervals: Flight Lieutenant John 'Butch' Hannan and Sergeants Vance Drummond and Bruce Thomson on 1 September, Warrant Officer Ron Guthrie (promoted Flying Officer while in captivity) on 3 September, and Sergeant Don Pinkstone on 5 September. These were the last members of the RAAF to



have been prisoners in any conflict in which Australia was involved. One member of the RAF serving with No 77 Squadron in Korea was also repatriated.

More here: <https://www.awm.gov.au/visit/exhibitions/korea/faces/p>



DVA Online Services Now Available Through myGov

Veterans and their families will join millions of Australians transacting with government online through myGov. As part of its program to modernise and streamline services, the Department of Veterans' Affairs (DVA), in partnership with the Department of Human Services has made it simpler for clients to do their online transactions with government by linking all of their DVA online services with myGov.

Minister for Veterans' Affairs Darren Chester said this change allows veterans and their families to access DVA services in the same place they access Medicare, the Australian Taxation Office, Centrelink and other government services. "This initiative is about understanding that veterans and their families will be doing business with more than one government department online. They can currently access multiple government online services through myGov and now they can also make claims with DVA through this 'one stop shop'," Mr Chester said. "This change will mean that DVA clients utilising the online services MyService and MyAccount will need a myGov account. Veterans and their families wanting to access face-to-face services will still be able to visit DVA's Veterans Access Networks around Australia.

Registering with myGov enables clients to use one username and password to access all their government online services, including DVA." Over the next 12-18 months as part of the ongoing DVA transformation program, services available through MyAccount will transition to MyService, which has been co-designed with ex-service organisations, veterans and their families. Minister for Human Services Michael Keenan said there were more than 12 million myGov accounts, with Australians accessing the platform hundreds of thousands of times every day. "Many veterans will already be familiar with myGov through their dealings with the ATO or Medicare and I am confident that those who are new to the system will also find it simple and easy to use."

Details on how to register for MyService are available at www.dva.gov.au/MyService. Using MyService, current and former ADF members and their families can: register as a client; lodge a claim for compensation; access free mental health treatment; apply for an increase in their disability pension; view an electronic copy of their DVA Health Card and accepted conditions; submit claims for Education Allowance through the Education Schemes; inform DVA of their change of personal details, and track the claims that they make online.



The Lighter Side

from Peter May

1. Crew room conversation after late night at the bar:
"Geeses Terry you were pissed last night. It took four of us to carry you up stairs and put you to bed."
Terry: "That's because I don't live upstairs!"
2. New young navigator to pilot (also CO of the squadron): "Next time you wander through 030 stay on it because that's our new heading".
3. Air Traffic Control to in-bound aircraft : "Are you Victor Mike Charlie?"
New boggy co-pilot: "Negative, we are "Victor Mike Juliet Delta Foxtrot".
Air Traffic Control: "Never mind that ... can you see?"





- 4. Maritime aircraft navigator: “Sonobuoy 15 going...now, now NOW!”
 Tactical Co-ordinator: “That wasn’t buoy 15, that was buoy 10!”
 Navigator: “Oh...buoy 10 then, then, THEN!”

True story: In the 1960’s 11 Squadron had 12 P2V5 Neptunes. Two were an earlier model with mic button on left of yoke and weapon release on the right. The other ten aircraft were the opposite (mic button on right and weapon release on the left).

During a practice rocket attack: Pilot (fortunately also the CO) getting dive angle correct. Co-pilot calling altitude every hundred feet down to release point and hard pull-out of the dive. All the crew heard was 'click' as the pilot pushed his mic button and said to himself 'nothing happened!', as he pulled out of the dive and pushed the other button. Then the crew, all together, "NO! ! ! Don’t do it!!!" as all 16 rockets in ripple fire left the wing and disappeared over the horizon. Very long silence on intercom until the Radar Operator piped up with “Pilot: Radar...I have a disappearing radar contact 30 miles ahead”.



And another, not from Peter:

The military has a strong connection with stars...the Navy navigates by them, the Army sleeps under them and the RAAF judges hotels by them...aircrew eschewing any with less than five!



Old Timer's Humour

Important facts to remember as we grow older:

- * Death is the number 1 killer in the world.
- * Life is sexually transmitted.
- * Good health is merely the slowest possible rate at which one can die.
- * Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years unless you give them your email address.
- * Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.
- * All of us could take a lesson from the weather. It pays no attention to criticism.
- * In the 60's, people took LSD to make the world weird. Now the world is weird, and people take Prozac to make it normal.
- * Life is like a jar of jalapeno peppers. What you do today may be a burning issue tomorrow.

Please share this wisdom with others while I look for my glasses.



Why Companies Should Pay No Tax

from Kevin Loughfrey (Facebook post)

Introduction

Since the Liberal National Party coalition came to power after the Rudd, Gillard, Rudd Labor Government, there has been talk of reducing company tax as a means of stimulating the economy. Some time ago, the Queensland State Government, headed by Joh Bjelke Petersen abolished death duties. The consequence of this was that retirees, with their life's savings, headed in great numbers to



Queensland. The benefit to the Queensland economy from this injection of cash and building activity far outweighed any cost that was incurred by abolishing the policy which, itself, was an unpopular tax given that it was applied to people at a time when they were possibly grieving the loss of loved ones. The Labor Opposition Leader and many of those that have socialist sympathies have stridently opposed tax cuts at all and are even more firmly set against large companies, especially banks, being given any tax relief also. This paper suggests that they are wrong to take this position. Indeed, by doing so they are stymieing the very source of taxation revenue.

It's about Delayed Gratification

Success in nearly every field requires one to resist the temptation to do what is expedient and immediately gratifying and, instead, do what is often difficult, requiring at times sacrifice, but which, in the longer term, yields a greater reward. It's called 'delayed gratification'. A study conducted in the 1960's at Stanford University by Professor Walter Mischel, found that in almost all cases, children who had an innate ability (that is, they were so young that they had not yet received training) to delay gratification ended up having higher academic scores, lower levels of drug abuse, lower likelihood of obesity, a greater ability to cope with stress, better social skills, and generally higher levels of achievement; both in business and their private lives.

What's this got to do with company tax? Quite a lot really. Company tax is about a failure on the part of past and present Governments to be able to 'delay gratification' with respect to gathering tax derived from the efforts of companies.

In Life there are always Options and from this Choices to be Made

Broadly the Government can choose one of two options:

1. It can take some portion of the company's money annually, based on that year's profit, thereby denying the company the ability to reinvest its profits and become bigger and more profitable; or
2. It can wait until the profits of the company are dispersed to directors, shareholders and employees in which case the amount of money that can be taxed is larger and the taxation rate, for wealthy individuals, is higher than that which presently applies to companies.

It's a matter of take the money now, or wait until there is more wealth, and tax that; most likely at a higher rate of taxation.

Successive Australian Governments have been like those children. They can't delay gratification and this nation is perpetually the loser just as those children with the absent innate ability.

The inability of the Australian Government to delay gratification is not new. My father owned a news-agency, grocery store and operated a Post Office on behalf of the PMG, as it was called in those days. Each year he would have to go "hat-in-hand" to the bank to obtain an over-draft to pay provisional tax. This was tax taken in advance by the Tax Office. It was the most extreme example of a failure to defer gratification. By putting a burden on small businesses at the outset, the Government ensured small businesses were always short of money and, in most cases, unable to afford the improvements that were necessary to expand and increase profitability. The banks, of course, loved this system!

This could be a Significant Moment in the History of Australia

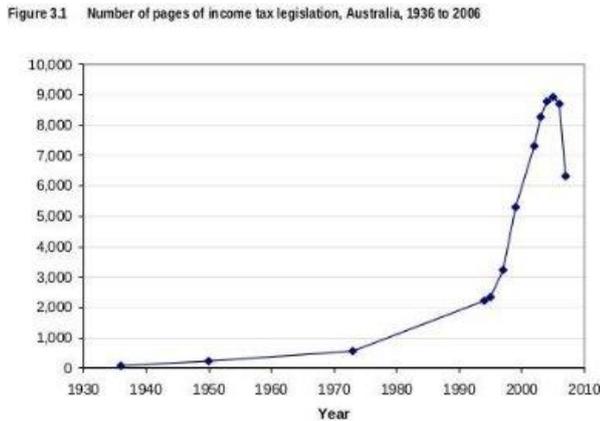
This is a stellar moment for the Liberal and National Party to grasp the nettle and starkly show the stupidity of the opponents to reducing company taxation. Instead, they shy away from the issue with platitudes about being competitive; things the layman cannot properly grasp. They should ask the question, "If we do not tax a company's profit, where does the money go?"

It doesn't disappear! It will either be reinvested to make that company stronger and more profitable or it will be dispensed to its directors, staff and shareholders. When that happens the money can be taxed and often at a higher rate than applies presently to companies. If the company tries to disperse the profits by being creative, such as providing employees fringe benefits, these stratagems will be detected and taxed with possible adverse criminal justice outcomes for the directors involved.



The Cost of Collecting Tax

One of the benefits of the GST is that it is comparatively cheap to collect. At the moment, companies



Source Kobetsky M, Dinks M, Income Tax (1997) Federation Press, p 40 and recent editions of the Income Tax Assessment Act 1936 and Income Tax Assessment Act 1997.

employ armies of accountants to minimise their tax. Per the graph, the ATO and the Government have, in response to this, created thousands of pages of tax legislation, much of it relating to companies. The greater part of this regulation and the armies of accountants that mull over it would disappear if company tax were to be abolished. What would the accountants do? They'd turn their collective intellect to helping companies create wealth instead of concocting highly creative arrangements for tax minimization. One course is about helping this country become an economic powerhouse, the other is the nugatory application of accounting intellect.

But all parties in Government fail to comprehend and this Government fails to explain this simple fact to the Australian people. Indeed this Government has a wealth of topics it could choose from to highlight the idiocy of the opponents to reducing company taxation but it fails abjectly to get the message across in terms the general public can understand and relate to.

The Irish Experience

At the beginning of this post, I mentioned the huge benefits that accrued to Queensland when the Bejelke Petersen Government abolished death duties. There is a more recent example of what happens when company tax rates are slashed for large corporations. Ireland slashed corporate tax and the Irish economy grew 26.3% in 2015 as corporations flocked to its low tax rate. Tens of thousands of new jobs were created and are still being created to this day. Unemployment in Ireland is now much, much lower than it was at the time of the Global Financial Crisis. This is important because it means less people are on welfare and more people are paying tax to the Government. One prominent example of this is Apple computer's establishment of their European corporate headquarters in Ireland because of a promised low-tax regime. The consequence of this initiative was the creation of over 1,000 high-paid jobs with more to come. The flow-on into local industry also caused the startup of many small firms, focused on high technology, employing young people.

Having a Problem with this? - then ask yourself some questions

Ask yourself, indeed, challenge your thinking - "If Australia were to adopt a zero taxation rate for all companies what would this mean?" Initially there may be some pain though I doubt it because many large companies pay little tax. But even if there is some pain, that's the sacrifice so typical of delayed gratification. In the end hundreds of the world's largest companies would flock to Australia to set up their headquarters. This would be further amplified if Australia focused on delivering to the Australian people the very best communications systems possible; physical and electronic. All those companies, all those shareholders, all those employees, all that tax! If anyone can fault this, I'd be pleased to hear their counter-view. To me it seems obvious. Why are we not saying it?



Newcastle Eternal Flame Construction Set to Begin

from Newcastle City Council Website

The City of Newcastle will begin work on 24th September building Newcastle's first Eternal Flame honouring all ex-servicemen and women. The flame will be installed in front of the World War Two Monument in Civic Park and be officially unveiled during a ceremony on 11 November to mark the 100th anniversary of Armistice Day. The stone monument, built of the same granite as the World War Two monument and to sit adjacent, is a joint project by the City of Newcastle and the Australian Government, following a successful Lord Mayoral Minute and grant application through the



Department of Veterans' Affairs. Lord Mayor Nuatali Nelmes said the City of Newcastle had contributed more than \$100,000 toward the project, including detailed design work, concept testing and construction, as well as surrounding public domain works.

"This flame will be unique to Newcastle in that it will honour all servicemen and women - past, present and future," the Lord Mayor said. "Our team has completed a significant body of detailed concept and design work to bring this project to construction by our skilled Civil Construction team. "We have been working closely with the Newcastle Veterans community and the Federal Member for Newcastle Sharon Claydon MP, to deliver this significant and lasting tribute to Novocastrians who have served our country in times of war." MP Claydon provided \$45,500



Newcastle MP Sharon Claydon, Newcastle RSL Sub-Branch Vice-President Stephen Finney, Lord Mayor Nuatali Nelmes and Newcastle Sub-Branch RSL President Ken Fayle with a render of the monument

through a grant from the Department of Veterans' Affairs towards the project. Ms Claydon said the local veteran community had long called for construction of an Eternal Flame to pay tribute to Australia's ex-servicemen and women. "I'm very pleased that through this project we will now have our very own, unique Eternal Flame to commemorate the sacrifice made by Newcastle," she said. "The Centenary of Armistice is a significant moment in the history of our nation and recognising the contribution Novocastrians made protecting our nation is a fitting way to mark 100 year since the guns fell silent at the end of World War One."

Newcastle RSL President Ken Fayle said that the Eternal Flame completes the Commemorative precinct within Civic Park. "Cutting-edge technology coupled with the black granite formed in ages past encompasses all that has gone before and looks into the future reminding us that regardless of when conflict arises, we should always be grateful for the sacrifice of others on our behalf."

The project includes:

- Demolition and removal of the existing concrete ground surfaces and flagpoles
- Provision of new concrete hardstand around the existing WWII Memorial with commemorative text etchings (*Ode of Remembrance*)
- Supply and installation of a new granite monolith to house the Eternal Flame
- Installation of four new nine-metre flagpoles



VVCS Changes Name To Open Arms

03 Sep 2018

Veterans support gets a new look

The Veterans and Veterans Families Counselling Service (VVCS) is getting a new name and a new look. From October, VVCS will become *Open Arms*, with the tagline *veterans and families counselling*. "This new brand better represents how the service has evolved and is more recognisable," National Manager Dr Stephanie Hodson said. "Open arms are a very powerful symbol of support, safety, and security, particularly for Vietnam veterans, whose lifeline was the Huey helicopter. "The Hueys would either take them out to safety, or provide critical supplies. But to let the pilot know where to land, one soldier had to stand in a field with open arms, completely vulnerable."



“Our new logo reminds us of those brave soldiers, while also representing so much to contemporary veterans - families welcoming soldiers home, land crew directing planes - and of course, our policy to welcome those who need support. “This brand change comes at a time when we are expanding eligibility to anyone who has served for one day or more and their immediate family, who can now seek counselling about any issue they face”.

“It was developed after extensive consultation with Vietnam and contemporary veterans, current personnel, reservists, partners, families, and peer network advisers across Australia.” The nationally accredited service has been the cornerstone of the Australian Government’s veteran mental health support for more than 35 years, when it was established to support Vietnam veterans. It provides 24 hour free and confidential counselling to former and current Australian Defence Force personnel and their families. “As a contemporary veteran, I fully understand and appreciate the amazing legacy the Vietnam veterans have provided to my generation. “Since 1982, we have provided more than 1.6 million counselling sessions to close to 300,000 veterans and family members,” Dr Hodson said. “With this more memorable brand that clearly represents what we do, we hope to better connect with current and former ADF personnel and their families, so that even more can get the support they need.”

If you need support, call 1800 011 046 any time of day or night.

For more information about the name change please visit <http://www.vvcs.gov.au/openarms/index.htm>



Invictus Games in Sydney: Oct 20 - 27 2018

The Australian competitors for the Invictus Games Sydney 2018 are in the final stages of their preparation. Australia will be proudly represented by 72 current and former Australian Defence Force personnel competing in 11 sports over eight days. These Games honour the service and sacrifice of the men and women who defend our freedoms and values. It is a chance for all Australians to show their respect for the courage and determination our team members have shown and cheer them on as they compete on the world stage.



These games also recognise the significant contribution that family and friends make in supporting our veterans. “The word Invictus means ‘unconquered’ and reflects the team’s fighting spirit and what they can achieve, post injury. Australia will have competitors in various events including archery, athletics, indoor rowing, powerlifting, road cycling, sailing, sitting volleyball, swimming, wheelchair basketball, wheelchair rugby, and wheelchair tennis.



The Australian Government is very proud to be a key partner in the running of the Games which was founded in 2014 by His Royal Highness The Duke of Sussex. The Invictus Games have gone from strength to strength with the largest ever number of competitors from across the world competing in 2018.

Details about how to buy tickets are available at: <https://www.invictusgames2018.org/the-games/tickets/>





RAAF Formalities

from Ian Muldoon

Parades

An introduction to RAAF formalities for an aspiring RAAF boy apprentice in 1954 was to be directed to line up at the Recruitment Centre, Rushcutters Bay, Sydney and have a man in a white coat ask each of us to drop our pants whilst he grasped a testicle and asked us to cough, but not in his direction. This was followed by a day of testing, questioning and formal interviews.



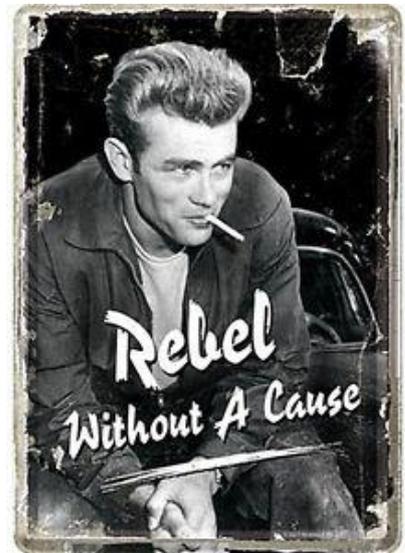
The next parade was on the Country Platform, Central Station Sydney, on the evening of 16th January 1955 to have one's name ticked off a list and be allocated a carriage on the Albury Country Mail for transportation to Wagga Wagga, NSW, where we were to enter life as RAAF Engineering Apprentices or Junior Equipment Administrative Trainees (JEATs). The unit was RAAF School of Technical Training (formerly No 7 Stores Depot).

The parade I remember less fondly that January was a Needle Parade where 120 of us pimply faced, skinny, adolescents were administered a range of needles apparently with the intention of inoculating us against every disease known to humankind; Yellow Fever, Tsetse Fly, Cholera included. We then retired to our

allocated brown lino-floored huts, iron beds with wire springs, topped by horsehair mattresses and blankets and shivered our way through the next hours in 38° C heat - shivering and other reactions being the effect the vaccines had on our bodies.

Subsequent parades included Emu Parades where lines were formed over a large area and litter collected; Meal Parades; Graduation Parades; Defaulters Parade where those convicted of an offence were awarded Confinement to Barracks (CB) and were required to report to the Guard on Duty in uniform and full kit at 0600hrs and 1800hrs each day of the punishment. The Orderly Officer or Orderly SNCO carried out an inspection of those on Defaulters Parade. There were also daily roll call parades and on Tuesdays inspection parades.

Church Parade on Sundays at 0900hrs was an interesting one: Catholics were separated from Other Protestant Denominations and Church of England personnel and we attended religious services under threat of disciplinary action for non-attendance. The majority of us were unused to attending church services at all and we understood that this compulsory exposure to ministers of these respective congregations was intended to provide some moral and ethical guidance to life in the 1950s specifically life within the Military. At a time when our hormones were raging and inappropriate feelings were likely to invade our sensibilities, Church parades were well intentioned but, to most of us, useless guides to morality and ethical behaviour. Characters from films such as Marlon Brando (The Wild One, 1953), Vic Morrow (Blackboard Jungle, 1955) or James Dean (Rebel Without A Cause, 1955), had an influence on most of us far and away greater than the likes of Billy Graham or Pope Pius X11.



Orders

Orders, Regulations, Instructions, Procedures, Laws very quickly become a familiar part of life in the military and more evident during the months and sometimes years of training. Unit Routine Orders would be the most familiar to most as these orders contain formal and informal information useful to the efficient and effective administration of the Squadron.





Bananas & Milkduds

Below is an article written by Rick Reilly of Sports Illustrated. He details his experiences when given the opportunity to fly in a F-14 Tomcat...

This message is for America's most famous athletes: Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets. Many of you already have. John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity... Move to Guam. Change your name. Fake your own death! Whatever you do. Do Not Go!!!

The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should've known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach. Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger-crippling handshake - the kind of man who wrestles dyspeptic alligators in his leisure time. If you see this man, run the other way. Fast. Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ('T-minus 15 seconds and counting'. Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year olds waiting for him to say, 'We have lift off'.

Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning. "Bananas", he said. "For the potassium"? I asked. "No," Biff said, "because they taste about the same coming up as they do going down."



The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No callsign - like *Crash* or *Sticky* or *Leadfoot*, but still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it. A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would 'egress' me out of the plane at such a velocity that I would be immediately knocked unconscious. Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph.

We levelled out and then canopy-rolled over another F-14. Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the roller coaster at Six Flags Over Hell. Only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us. We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Mrs. Colin Montgomerie. And I egressed the bananas. And I egressed the pizza from the night before. And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair look polite. Because of the G's, I was egressing stuff that I never thought would be egressed. I went through not one airsick bag, but two. Biff said I passed out; twice...

I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down. I used to know 'cool'. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know 'cool'. Cool is



guys like Biff, men with cast-iron stomachs and freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit. What is it? I asked. 'Two Bags.'



Honouring Women's Contribution to our Defence

Office of the Hon. Darren Chester MP, Canberra, 12 September 2018

Community, business, political and Defence leaders have come together to honour women whose lives and families have been affected by their service with the Australian Defence Force at a Wreath Laying Ceremony and National Dinner Event in Canberra. Minister for Veterans' Affairs Darren Chester paid tribute to current and ex-serving women, as well as the mothers, wives, sisters, children and widows of serving personnel. "Women have played and continue to play an invaluable role in Australia's rich military history, serving in various roles for more than a century," Mr Chester said. "The work you do paves the way for more to follow in your path and is inspiring a new generation of women to continue your strong legacy.

"It's especially important to commemorate those women who gave their lives in service of our country. Today we pay tribute to Norma Violet Mowbray, who served with the Australian Army Nursing Service and died of pneumonia in Egypt in 1916, aged 32. "I also acknowledge the sacrifices that families make behind the scenes and recognise that the home front is just as important as the front line. I am in awe of the generous support the War Widows' Guild and its many volunteers provide families throughout Australia."

The Department of Veterans' Affairs has been a key supporter of the events and was an enthusiastic member of the organising committee led by the War Widows' Guild. "We are committed to putting veterans and their families first and together we can reach a better understanding of the needs of women who have been affected by Defence service."

Media Contacts:

Whil Prendergast: 02 6277 7820

DVA Media: 02 6289 6466



Funeral Benefits

Courtesy of Radschool Association

The Department of Veterans' Affairs (DVA) provides a very helpful booklet titled "*Planning Ahead*" which will help veterans and their families prepare for a bereavement. It is a guide to putting your affairs in order and can be downloaded [HERE](http://www.dva.gov.au/sites/default/files/files/publications/health/Planning_ahead/kitp00064.pdf). (www.dva.gov.au/sites/default/files/files/publications/health/Planning_ahead/kitp00064.pdf)

There is also another very useful booklet titled "*What to do when death comes visiting*" which can be downloaded at: [HERE](https://www.dva.gov.au/sites/default/files/files/consultation%20and%20grants/tip/What_to_do.pdf).

(https://www.dva.gov.au/sites/default/files/files/consultation%20and%20grants/tip/What_to_do.pdf)

We strongly recommend you get both.

The Financial Assistance paid by DVA towards the cost of a funeral for a veteran depends on whether the veteran is classified under the Veterans Entitlement Act (VEA) or the Military Rehabilitation and Compensation Act (MRCA).

A veteran is classified under the VEA if prior to July 2004 he/she:

- Had service in wartime and certain operational deployments.

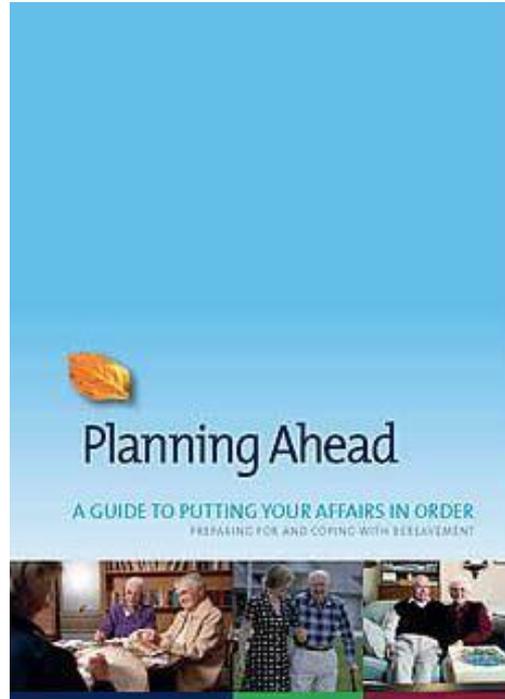


- Had service in certain peacetime events between 7 December 1972 – 30 June 2004. (for peacetime service eligibility, a member who had not completed a qualifying period of three years service prior to 7 April 1994 is not covered under the VEA, unless they were medically discharged.
- Was involved in the British nuclear test defence service during the 1950's and 1960's in Australia provided certain relevant criteria are met.

For further information see DVA's info page [HERE](#)
www.dva.gov.au/benefits-and-payments/compensation/veterans-entitlements-act-vea

A veteran is classified under the MRCA if he/she served on or after 1 July 2004 and was:

- A member of the Permanent Forces.
- A member of the Reserve Forces.
- A cadet, cadet officer, or instructor of cadets.
- A person who held an honorary rank or appointment in the ADF and who performed acts at the request or direction of the Defence Force.
- A person who performed acts at the request or direction of the Defence Force as an accredited representative of a registered charity.
- A person who received assistance under the Career Transition Assistance Scheme (established under section 58B of the Defence Act 1903) and who performed acts in connection with the scheme.
- Other people declared in writing by the Minister for Defence to be members of the ADF.



For further information see DVA's fact sheet [HERE](#)
www.dva.gov.au/factsheet-mrc01-overview-military-rehabilitation-and-compensation-act-2004-mrca



Narromine Aviation Museum

from Mike Nelmes

If you haven't visited the Narromine Aviation Museum in central western New South Wales, you might be pleasantly surprised by its new displays. In 2015 ACM (Ret'd) Sir Angus Houston AK AC AFC, officially opened a new 500 square metre wing, which allowed the integration of four aircraft into the displays. A fifth aircraft, a RAAF Sabre jet, was too large to fit in, but the museum is seeking government funding for a separate display building for it.

The museum's charter covers the history of aviation in the Narromine region, which last year reached its centenary since a local farmer built a small monoplane in 1917. This year the museum is focusing on 1918, the final year of the Great War, and the Australian Flying Corps service of several founding members of the Narromine Aero Club. Currently displayed is a unique photographic exhibition of images, scanned from glass plates, that were taken by an air observer with 1 Squadron AFC in the Sinai-Palestine war theatre. Last year the museum received a state government grant of some



The Australian Flying Corps display, which includes rare uniforms, medals and even a piece of the Red Baron's aircraft



\$150,000 to carry out further building and display enhancements. Several displays of memorabilia, including the AFC and RAAF themes, are now housed in built-in wall cases.

This year is also the 75th anniversary of the peak year of the RAAF Elementary Flying Training School (No.5 EFTS) at Narromine, 1943, when 800 personnel and trainees staffed the aerodrome. The station subsequently hosted No.8 Operational Training School (Wirraways), 618 Squadron RAF (Mosquitoes armed with top secret ‘bouncing bombs’) and 93 Squadron RAAF (Beaufighters). The museum has applied for a state government grant to fund the construction of a wall to commemorate the pilots who learned to fly on Tiger Moths at the aerodrome during 1940-44. The school produced one in five of all RAAF wartime pilots, of whom one in four died in service.



Among the displays are three locally-built aircraft which are unique in the world, including this flyable replica of the Wright Brothers’ Model A biplane and (suspended above) the Hawkridge Venture glider



One of a Rare Breed

from Denis Smith OAM, Spitfire Association Australia

One of our longest serving members, AJ ‘Nat’ Gould, now living at the RSL ANZAC Village at North Narrabeen, is believed to be one of the few Spitfire pilots still living. The photos show WWII RAAF Spitfire pilots with Nat in London for the Battle of Britain celebration in September, 2005; in the second photo with Nat is the famous WWII Spitfire Test pilot Alex Henshaw.



L-R: Bob Cowper, Bruce Watson, Jack Doyle, ‘Nat’ Gould





L-R: Ted Sly, Ron Cowday, Alex Henshaw, 'Nat' Gould



Air Commodore By The Stroke Of The Pen

Following service in the RAAF during the war I enrolled in the RAAF General Reserve on 19 Dec 1949, later transferring to the Active Reserve on 6 Mar 1951 and posted to RAAF Amberley for training. In June 1952 I contacted the CO of the base seeking approval to land a civil aircraft at the Base while attending week-end training so avoiding the long road trip by motorcycle. This was granted though it was pointed out that “you will be travelling as a civilian and will not be officially on duty until arrival at RAAF Amberley”. On Friday 22 Mar 1953 I advised Amberley by telegram that I would arrive by my own aircraft at 1600 hrs. Radio was not part of a Tiger Moth’s equipment so an air move priority call was made to Air Traffic Control Brisbane for a clearance for the flight from Casino (NSW) to RAAF Amberley by DH82 Tiger Moth.

While preparing to taxi out to the strip, a messenger came running over to me advising that a message had been received from Amberley (via ATC Brisbane) giving runway direction and that I was to wait for wing-tip control on arrival. Why would I want wing-tip control? However Tiger Moths don’t have wheel brakes and it can be a bit of a problem when taxiing on sealed runways in windy conditions so perhaps it would be a good idea. As we (I had a passenger) approached Amberley, a green light from the tower gave clearance for a direct approach, no need to check wind direction as I had already been given the runway to use anyway.

Amberley was home to 4-engined Lincoln Bombers (and later Canberra jets) with its 'mile-long' runway extending over the Ipswich road which required barriers to be lowered to hold up vehicular traffic until aircraft movements were completed – even for little Tiger Moths! I landed just over the threshold, but Tigers don’t require more than a couple of hundred yards for landing so there was a lot of runway left over. While waiting for the mandatory wing-tip control, I was amazed to see a number of vehicles approaching; a black and yellow chequered Jeep with the Air Traffic Controller, a fire engine and crew and the crash tender and crew. The Jeep pulls up, the driver jumps out and directs me to proceed over to 82(B) Wing which of course is at the end of this mile-long runway. With the Jeep leading the way followed by the crash tender then the Tiger Moth with two ‘would-be marathon contestants’ holding the wing tips and the fire truck bringing up the rear. We must have made a very impressive sight as we proceeded into the distance and of course the road barriers had to be lowered at the road crossing. In all my time at Amberley I never saw this sort of consideration given to the Lincolns.

As the procession ground its way along the concrete I was aware of the tail skid making noises that could be heard above the sound of the engine with possible damage to the runway surface as well as to the skid pad as well as two non-marathon runners rapidly running out of breath. If I could speed up a bit I could ease the stick forward slightly and take some of the load off the skid, but what about the wing men? Solution, throttle off, signal the two wing men to take up position on the reinforced steps at the wing roots, get a good grip on the interplane struts and we were on our way. The destination was reached more quickly this way and the crash truck fortunately sped up when it was obvious that we were bearing down on it. I often wonder what the two ACs thought as they grimly hung onto the struts with one hand while the other kept a grip on their fur felts in the not inconsiderable slip stream.



Arriving at the designated spot, the attending vehicles plus two relieved ACs departed just as a staff car with the adjutant arrived on the scene. The friendly greeting from the FLTLT as he introduced himself quickly became decidedly unfriendly as I identified myself as AC Everingham and my passenger as WOFF...

“Do you have permission to land this aircraft here? “Yes, Sir I have a letter from the CO”. “In future you are to arrive here while the Base is on ‘stand-to’. Do you realise that Base routine had to be interrupted with the crash crew and the fire duty personnel being put on extended duty which also affected mess hours?” I tried to explain that I had work commitments which affects my arrival time – but to no avail. “Don’t let it happen again, get here early next time”. George (my passenger) and I were left to tie down the aircraft under the watchful eye of a lone guard with his 303 slung over his shoulder. To add insult to injury, we were not offered a lift back to Base in the staff car, but were left to carry our kit all the way back to the other side.

Unfortunately the Airmen’s Mess was closed when we got there, but I was able to get a bit of my own back by borrowing a jacket from my WOFF mate and dined in the Sergeant’s Mess with him.

It was not until the following morning that I was to realise what all the fuss was

about. I was contacted by a reporter from the Brisbane Courier Mail, a reservist who happened to be in camp that week-end and the accompanying newspaper clipping from the front page of the Courier Mail

dated Monday 25th May 1953 should explain it all. I am a bit disappointed as I think I should have been met by the CO, after all he was only a Group Captain!



The newspaper article reads: "Bit of a panic this weekend out at Amberley's RAAF Base... They received a radio signal: "A/C Everingham will arrive 1600 hours in own aircraft"; tried to remember who Air Commodore Everingham was; braced themselves at 1600 when a Moth plane landed and... Sure, out stepped Aircraftsman Colin Everingham - wondering why everybody was so durn tense."



Honouring The Contribution Of Australia’s Peacekeepers

14 September 2018

The vital role of Australians in United Nations (UN) peace operations and their more than 70 years of dedicated service to the international community is remembered today, National Peacekeeper and Peacemaker Day. Minister for Veterans’ Affairs Darren Chester said peacekeepers and peacemakers have played, and continue to play, an important role in providing support and assistance to victims of conflict, often in unstable and dangerous locations.

“In September 1947, the first Australian peacekeepers arrived in the Netherlands East Indies— modern day Indonesia—to begin work as unarmed military observers and to observe the movements of both sides to ensure any violations were brought to the attention of the international community,” Mr Chester said. “Over time the nature of peacekeeping evolved, requiring management of more complex and multidimensional issues, ranging from operations as military observers, providing logistical support, and monitoring ceasefires to landmine clearance operations, supporting democratic elections, providing policing support functions, and facilitating the delivery of humanitarian aid.”



Since 1947, Australians have served in more than 50 multi-national peacekeeping operations. Australian state and federal police forces have also had a long involvement in peacekeeping operations, beginning in 1964 with the first deployment to Cyprus and ending 53 years later in 2017. “Today, I encourage people across the nation to respect and honour the service of the 16 Australians who have died on peacekeeping operations,” Mr Chester said. “Australians should also

reflect on those who have served in all peacekeeping missions, and those who are currently serving in the Middle East UN Truce Supervision Organisation (UNTSO), and the UN Mission in the Republic of South Sudan (UNMISS).”

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Exercise RAJAWALI AUSINDO 18 lifts off in Kupang

3 September 2018

Indonesia will host Australia for Exercise RAJAWALI AUSINDO 18 that will test each nation’s airlift capability to respond to humanitarian assistance and disaster relief missions. The Royal Australian Air Force (RAAF) and the Indonesian Air Force will use their C-130J Hercules aircraft to participate in training exercises in Kupang in the Indonesian province of East Nusa Tenggara from 3 to 7 September 2018.

Air Commodore Bill Kourelakos, Commander Air Mobility Group, said during disaster relief operations, it is important to be able to come together at short notice and immediately start delivering relief to those in need. “Exercise Rajawali Ausindo enables the two nations to share information of airlift operations, test operability and work together to overcome challenges which is critical to the success of future combined operations,” Air Commodore Kourelakos said. “I saw firsthand the benefits of our close working relationship with our Indonesian counterpart in my role as Commander Air Component following the 2009 Padang Earthquake.”

Indonesia and Australia have contributed airlift responses to humanitarian assistance and disaster relief missions in the Asia Pacific region, including Typhoon Haiyan in the Philippines in 2013. “During a disaster relief mission there is tremendous pressure on our Hercules crews to quickly deliver supplies to those in need, or evacuate them from a disaster area,” Air Commodore Kourelakos said. “Natural disasters can often damage key infrastructure such as roads, airfields and ports, which can challenge how we deliver aid.” The C-130J Hercules can carry up to 20 tonnes of cargo, including vehicles and helicopters, or carry over 100 passengers. Crews can also airdrop supplies, and future developments like the use of GPS-guided precision aerial delivery systems





will allow supplies to be dropped into small clearings or sporting fields. Australia and Indonesia are the longest operators of the Hercules outside of the United States, with Australia introducing its first Hercules in 1958, and Indonesia in 1960.



2018 Newcastle Battle of Britain Commemoration

from James Mackay OAM, Fighter Squadrons Branch

The 78th annual Newcastle Battle of Britain Commemorative Service was held at the cenotaph in Civic Park, King Street Newcastle on Friday, 14 September 2018. This was the first Newcastle Battle of Britain service to be hosted by Fighter Squadrons Branch following transfer of responsibility from the Association's Newcastle branch.

CPL Darryn Atkinson from 77SQN was master of ceremonies and the catafalque party consisted of serving pilots bearing swords from Air Combat Group RAAF Williamtown. The flypast by two BAE Hawk 127 Lead in Fighters from 76SQN RAAF Williamtown was a salute to the allied airmen who served and lost their lives in the WWII Battle of Britain during the summer and autumn of 1940. FSB President Mike Lavercombe welcomed approximately 200 attendees to the service, including representatives from many ex-service organisations in the Hunter and NSW Central Coast regions. A special guest was SQNLDR Gary Montgomery RAF exchange pilot 77SQN RAAF Williamtown. Councillor Peta Winney-Baartz, representing the Lord Mayor of Newcastle, responded to the welcome. Following the playing of a recording of Winston Churchill's famous speech, in which the British Prime Minister mentioned 'the few', referring to the brave fighter



Two BAE Hawk 127 Lead in Fighters flypast the ceremony at the cenotaph in Civic Park Newcastle



The catafalque party consisted of serving pilots bearing swords from Air Combat Group RAAF Williamtown

pilots who defended Britain during the Battle, Group Captain Chris Hake OC 78 Fighter Wing RAAF Williamtown gave an address entitled 'The Significance of the Occasion'. Pilot Officer John Dallas Crossman No. 46 SQN Royal Air Force, who grew up in Newcastle NSW, was specifically remembered in a presentation by James Mackay OAM. Crossman was shot down and killed by German Luftwaffe aircraft over the village of Forest Row, East Sussex in Southern England on 30 September 1940. Prayers of thanksgiving and remembrance were offered by Chaplain FLTLT Raphael Abboud of No. 26 City of Newcastle Squadron and Cadet Under Officer Tamara Di Costanzo of No. 316 City of Lake Macquarie Squadron Australian Air Force Cadets read two verses of 'The Airman's Hymn', taken from a service held to mark the 75th Anniversary of the Battle of Britain held at Westminster Abbey in London on 20 September 2015. During the Remembrance segment the Ode of Remembrance was recited by AIRCDRE (Ret'd) David Leach AM AFC.



Australian Army Band – Newcastle piper PTE Luke Harvey played the lament and the bugle calls were sounded by CPL Meredith Wilson. The service concluded after singing of the British and Australian National Anthems. The Fighter Squadrons Branch wishes to thank RAAF Williamtown including Base Warrant Officer WOFF John Markham, City of Newcastle, Australian Army Band – Newcastle and 316 Squadron Australian Air Force Cadets for their contributions. A special mention is made of Mrs Tanya Hamilton, owner of *Affordable First Aid Supplies*, for generously sponsoring the ceremony.



L-R: John van Homrigh, RAAFA Newcastle Branch; Guest of Honour, GPCAPT Chris Hake OC 78 Fighter Wing; RAAFA FSB President Mike Lavercombe; FSB VP Dave Leach



In Remembrance of Pilot Officer John Dallas Crossman

from James Mackay, FSB

I acknowledge the work of Australian historian and author Kristen Alexander in preparation of this article.

Each year at the Newcastle Battle of Britain Commemoration we remember the life of Pilot Officer John Dallas Crossman, who grew up here in Newcastle NSW and served in No 46 Squadron Royal Air Force during the Battle of Britain. John Dallas Crossman was born in the town of Mackay North Queensland on 20 March 1918. He attended Newcastle Boys High School, graduating in 1933 and began work as an accounts clerk at A Goninan & Co Ltd general engineers at Broadmeadow. He was mad about aeroplanes from an early age and whenever he could, headed out to the local aerodrome at Broadmeadow to look at the planes. When aged 20, John applied to join the Royal Air Force but was rejected for health reasons. He re-applied the following year and was offered a Short Service Commission by the RAF.

After being farewelled by his family including fiancée Patricia Foley, John departed Sydney by ship for England in August 1939. Whilst he was at sea, British Prime Minister Neville Chamberlain declared war on Nazi Germany. Upon hearing the news some on board were excited, however John’s reaction was subdued. He said “Should this last anytime, it seems unlikely that I will ever see home again”. Shortly after arriving in October 1939, John commenced flying training in the RAF. The Battle of Britain began in July 1940, before John completed his training. In August John was posted to an Operations Training Unit to learn to fly Hurricane fighters, a massive step up for a trainee and indicative of the critical pilot shortage in the RAF at that time.

After qualifying, on 12 September 1940 John was posted to 46 Squadron, 11 Fighter Group located in south eastern England, flying his first combat operation on 14 September near Biggin Hill. By the time John took to the air on 30 September 1940, only his 16th day of fighter operations, he had flown 18 sorties. At about 1.30pm that day, 46 Squadron encountered a formation of German Messerschmitt Bf 109 fighters and during the ensuing dogfight John’s Hurricane was hit and crashed at speed into a field at Tablehurst Farm, just outside the village of Forest Row, East Sussex. John was 22 years old when he died.



In those times bodies of the fallen were not repatriated back to their homelands; burial services were often rushed affairs without family nearby to make funeral arrangements. However John had listed his father's sister, Ann Bawn, as next of kin, who with her husband Will lived in the village of Chalfont St Giles, Buckinghamshire, approximately 100 kilometres from Forest Row. Will and Ann organised John's funeral, Ann feeling that her brother Ted would want his son to be with family rather than strangers at Forest Row, so John was buried in a plot next to his aunt Florence Crossman in the Chalfont St Giles Parish churchyard. It is believed that many decades later Patricia Foley visited John's grave.

A metal plaque in remembrance of Pilot Officer John Crossman, funded by the NSW Division of the RAAF Association, was mounted on a wall next to the village war memorial at Forest Row in 2017. A wooden plaque also presented in 2017 by the Merewether-Hamilton RSL Sub-Branch in remembrance of John Crossman, is displayed in the war memorial section of the beautiful 14th century Chalfont St Giles Parish Church. These plaques located far away in England show that John Dallas Crossman is still remembered by his fighter pilot peers in the RAAF and the community of his home town of Newcastle, NSW Australia.

Additionally, due to the lifelong efforts of a former Forest Row citizen, the late Peter Wheeler, a memorial was located at the crash site on Tablehurst Farm in 2016.

A Hawker Hurricane fighter restored by Pays Vintage Fighter Restorations bearing the markings of Crossman's aircraft is a member of Pays Flying Museum "Warbird" collection based at Scone Airport NSW.

Lest We Forget



New FSB Recruits Cover the Spectrum

from Dave Leach

The Fighter Squadrons Branch President, Mike Lavercombe, presented Air Force Association membership badges to eight new members at an informal gathering at Fighter World, Williamtown, on 24 September. That the recipients were both women and men, covering a spectrum of employment and seniority was gratifying, indicating that the Air Force Association, and particularly the FSB, is becoming better known at the home of the Air Combat Group. Over 70 new members have recently come from those serving at Williamtown.

FSB committee members have made several visits to units at Williamtown over the last year to talk with small groups of Air Force personnel in the informality of their work places. While many of those addressed acknowledge they don't need any assistance from the Association at the present time, they recognise there may be a time when being an Association member is important, be it for reasons of camaraderie or obtaining



WGCDR Jason 'Easty' Easthope receiving his badge from Mike Lavercombe.



guidance on post-Service matters with Veterans Affairs. The cost of Air Force Association membership while still serving is free. The benefit is it gets you into the loop and provides you with information on important issues.



The assembled new FSB members L-R: WgCDR Jason Easthope, LAC Bradley Fisher, CPL Rod Smart, SGT Owen Robottom, CPL Geoff Johns, LAC Petero Fasala, LACW Elizabeth Clarke and ACW Bunyarra Jones

